

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE MEETING

January 23, 2013  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Mayor W. J. “Jim” Lane, Scottsdale, Chair  
Mayor Jackie Meck, Buckeye, Vice Chair  
# F. Rockne Arnett, Citizens Transportation  
Oversight Committee  
Ron Barnes, Total Transit  
\* Mayor Bob Barrett, Peoria  
\* Dave Berry, Swift Transportation  
\* Jed Billings, FNF Construction  
Councilmember Ben Cooper, Gilbert  
# Mayor Mark Mitchell, Tempe  
Councilmember Dick Esser, Cave Creek  
\* Joseph La Rue, State Transportation Board

\* Mark Killian, The Killian Company/Sunny  
Mesa, Inc.  
\* Lt. Governor Stephen Roe Lewis, Gila River  
Indian Community  
\* Garrett Newland, Macerich  
# Mayor Marie Lopez Rogers, Avondale  
Mayor Georgia Lord, Goodyear  
Mayor Jerry Weiers, Glendale  
Councilmember Jack Sellers, Chandler  
\* Mayor Scott Smith, Mesa  
Mayor Greg Stanton, Phoenix  
Karrin Kunasek Taylor, DMB Properties  
\* Supervisor Max W. Wilson, Maricopa County  
Mayor Sharon Wolcott, Surprise

\* Not present  
# Participated by telephone conference call  
+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair W. J. “Jim” Lane at 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Mark Mitchell, Mayor Marie Lopez Rogers, and Mr. Roc Arnett participated in the meeting by telephone.

Chair Lane welcomed Glendale Mayor Jerry Weiers, whose appointment to the TPC is on the January 30, 2013, MAG Regional Council agenda.

Mayor Weiers thanked the TPC for the welcome. He said that being a member was an honor and he looked forward to working with the committee.

Chair Lane requested that members of the public fill out blue cards for Call to the Audience and yellow cards for consent or action items on the agenda, and then turn in the cards to staff, who will bring them to him. He stated that parking garage validation and transit tickets for those who used transit to attend the meeting were available from staff.

### 3. Call to the Audience

Chair Lane stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Lane noted that six comment cards had been received and he would extend the Call to the Audience to 18 minutes to accommodate all of the speakers.

Chair Lane addressed those who were attending the meeting regarding the Loop 202/South Mountain Freeway. Although the South Mountain Freeway specifically is not on the agenda, input is welcome during Call to the Audience. Chair Lane stated that based upon the regional plan developed by MAG, ADOT is working with the Federal Highway Administration and other federal and state agencies to conduct the engineering and environmental study of the proposed freeway. This Draft Environmental Impact Statement is being developed and is expected to be available for public review and a public hearing later this year. Chair Lane noted that there will be another opportunity for public review and a public hearing for the Final Environmental Impact Statement at a later date. He encouraged providing your comments through the project hotline. The number for the hotline is 602-712-7006.

Chair Lane recognized public comment from Andrew Marwick, who said that Proposition 400 included funding for freeway projects, such as general purpose lanes on Interstates 10 and 17. He remarked that the freeway projects currently under construction do nothing to solve the traffic congestion, and the South Mountain Freeway will not do anything to remedy the situation, either, it will just carry traffic from the far West Valley to the Far East Valley. Mr. Marwick stated that there is not sufficient funding for Interstate 17 improvements. He suggested transferring funds from the South Mountain Freeway project to projects that need improvements every day. Chair Lane thanked Mr. Marwick for his comments.

Chair Lane recognized public comment from Jezz Putnam, who stated that he had twice spoken before the TPC. Mr. Putnam spoke of the letter written in 1986 by the Governor of the Gila River Indian Community to ADOT and HDR about conflicts with the sacred South Mountain. He stated

that he did not feel this is being listened to by that community. Mr. Putnam stated that he thought more people needed to look into Pangea because they are making people resign their vote. He added that Pangea is not revealing its source of funding and scope and it is forcing another vote. Mr. Putnam stated that the EIS is being suspended to see if it is consistent with the regional transit plan. He stated that many places are tearing down freeways because of pollution. Mr. Putnam stated that plans focus around freeways and he would like to change that. Chair Lane thanked Mr. Putnam for his comments.

Chair Lane recognized public comment from Haley Ritter, who thanked the Committee for the opportunity to speak. Ms. Ritter stated that there is denial about the South Mountain Freeway; most areas are moving toward sustainability. She said that the City of Phoenix has transportation issues, including bad street conditions and a lack of bicycle structures. Ms. Ritter stated that using billions of dollars for the specific interests of a handful of people is a waste of time and effort. She stated that most children, especially those living near freeways, have lung problems. Ms. Ritter encouraged finishing the environmental impact statement as soon as possible and address people's concerns. Chair Lane thanked Ms. Ritter for her comments.

Chair Lane recognized Andrew Pedro, a resident of the Gila River Indian Community, which has had three votes in ten years opposing the South Mountain Freeway. He stated that the South Mountain is a sacred site and is the beginning of its culture – to destroy it destroys his people. Mr. Pedro stated that Pangea has petitioned the Gila River Indian Community for a re-vote on the South Mountain Freeway, but how can residents make an informed decision if the environmental impact statement has not been finished? Mr. Pedro stated that community residents have a lot of health problems and he then described how the pollution will linger in the area because the freeway will be situated between two mountains. He stated that he protested the building of the South Mountain Freeway. Chair Lane thanked Mr. Pedro for his comments.

Chair Lane recognized Alex Soto, a member of the Tohono O'odham nation, who said he was at the meeting to express his concerns regarding the South Mountain Freeway. He said that he resides in Phoenix but has many friends and relatives who live on the Gila River Indian Community nearby where the freeway is proposed to be built. Mr. Soto stated that he has attended MAG and CTOC meetings regarding this issue. Mr. Soto stated that the area currently has good air quality, but the freeway will bring pollution that will impact health. He stated that there is a proposed resolution at the City of Phoenix to protect sacred land for indigenous people. Mr. Soto stated that the Tohono O'odham people were here first, and although history cannot be changed, he hoped the same mistakes would not be made again. He stated that South Mountain is sacred to all of their people. Mr. Soto stated that he attended the CTOC meeting the day before and he requested that a formal investigation of the agency's transparency be conducted because their public participation process is limited. Mr. Soto also wished that MAG would respect last year's vote by the Gila River Indian Community. He said that no-build was not fully presented and is an option, even though it is presented that the only way the freeway will not be built is if it does not make money. Mr. Soto commented that the Sun Corridor will bring sprawl. He said he hoped there would be outreach to people other than freight companies. Chair Lane thanked Mr. Soto for his comments.

Chair Lane recognized public comment from Ana Morago, who said she was representing the Gila River Indian Community and No on Loop 202. She said she was speaking on behalf of her younger family members who were in school and her mother who opposes Loop 202. She spoke about her nephew who has breathing problems, the effect a freeway could have on him, and it could destroy their new home. Chair Lane thanked Ms. Morago for her comments.

4. Approval of Consent Agenda

Chair Lane stated that agenda items #4A, #4B, #4C, and #4D were on the consent agenda. He stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Lane asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

Councilmember Sellers moved to recommend approval of agenda items #4A, #4B, #4C, and #4D on the consent agenda. Councilmember Esser seconded, and the motion carried unanimously.

4A. Approval of the October 17, 2012, Meeting Minutes

The Transportation Policy Committee, by consent, approved the October 17, 2012, meeting minutes.

4B. Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Main Street: Mesa Drive to Gilbert Road

The Transportation Policy Committee, by consent, recommended approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis. On October 24, 2012, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. Formal comment on the proposed major amendment is required from the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors. Cities and towns, Native American Indian communities, and the Citizens Transportation Oversight Committee (CTOC) may also provide comments. On November 14, 2012, the Maricopa County Board of Supervisors recommended approval, on November 15, 2012, the Regional Public Transportation Authority recommended approval, and on November 16, 2012, the State Transportation Board recommended approval of the proposed major amendment. The Citizens Transportation Oversight Committee also voted to support this project on November 27, 2012. On January 16, 2013, the MAG Management Committee recommended approval of the proposed major amendment.

4C. MAG Federally Funded Locally Sponsored Project Development Status Report and Project Changes

The Transportation Policy Committee, by consent, recommended approval of federal fund projects to be deferred, deleted, advanced, and changed, and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The MAG Federal Fund Programming Guidelines & Procedures, approved by the MAG Regional Council on October 26, 2011, outlines the requirements for local agencies to submit status information on the development of their federally funded projects. The MAG Federally Funded Locally Sponsored Project Development Status Report (Status Report) focuses mainly on projects funded with Congestion Mitigation and Air Quality (CMAQ) funds that are programmed to obligate in federal fiscal year (FFY) 2013 and FFY 2014. The information collected in the Project Development Status workbook enables the completion of a financial analysis of the Transportation Improvement Program (TIP) and the calculation of available funding for closeout. The Status Report contains all information gathered for a Tier 1 evaluation. Tier 2 information is also included where project sponsors are requesting to advance projects from FFY 2014 to FFY 2013. This item was recommended for approval at the December 10, 2012, Street Committee and the December 13, 2012, Transportation Review Committee. Additionally, an integrity check was performed on the ALCP changes approved on September 26, 2012, and minor administrative corrections to the TIP were included in the project change sheet. On January 16, 2013, the MAG Management Committee recommended approval of the requested project changes.

4D. Year End Closeout Report of Federal Fiscal Year 2012 Funds, and Evaluation of Federal Fiscal Year 2013 Funding Levels for Tier 3 Programming

The Transportation Policy Committee, by consent, recommended approval of Scenario Two for the Tier 3 closeout of Federal Fiscal Year (FFY) 2013 projects. Scenario Two funds all Congestion Mitigation and Air Quality (CMAQ) project phases that will obligate in FFY 2013 at the maximum federal share, up to 94.3 percent, of eligible project costs, and fund the design phases that can obligate by June 28, 2013, for currently programmed FFY 2014 CMAQ construction and procurement projects; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The MAG Regional Council approved the MAG Federal Fund Programming Guidelines & Procedures (Guidelines), on October 26, 2011. Programming of Federal funds is a dynamic process and MAG staff continuously monitor the approved Transportation Improvement Program (TIP) projects throughout the year, and an evaluation in detail of the projects included in the TIP is completed twice each year. After the detailed analysis of the TIP, and if funding is available or projected to be available for the current and/or upcoming fiscal year, Tiers 2 and 3 processes are undertaken as described in the Guidelines. For FFY 2013, two scenarios were proposed for discussion to address available funds. On December 13, 2012, the Transportation Review Committee recommended scenario two for approval. On January 16, 2013, the MAG Management Committee recommended approval of Scenario Two.

5. Report on the Freight Transportation Framework Study

Tim Strow, MAG staff, provided a overview of the results of the Freight Transportation Framework Study. He stated that the study has been underway for about 18 months. It is managed by MAG through the Joint Planning Advisory Council (JPAC), which consists of members representing the Pima Association of Governments, Central Arizona Governments, and MAG. Mr. Strow offered to come out to jurisdictions and make presentations on the study. Mr. Strow stated this presentation would report on the framework findings, discussion of Sun Corridor supply chain opportunities, and recommendations.

Mr. Strow stated that the study began in 2010, when during a bad economic market, the JPAC wanted to explore diversifying economic development opportunities. He said that one of the hot topics of the day was inland ports (where all modes of transporting goods, such as trains, airports, and trucking terminals and distribution facilities, are co-located) and everyone wanted one.

Mr. Strow stated that they purchased significant commodity flow data that provided information about the types of goods shipped, the mode used to ship the goods, and the cost. He stated that the study included a survey of 2,500 shippers (approximately 4,500 individuals) throughout the United States, to help understand how businesses move their products, why they move their goods by certain modes, where they saw themselves located in the near future, and how the Sun Corridor could fit in their supply chain. Mr. Strow stated that one common perception was that Arizona was a pass-through state and there was a lack of understanding regarding the benefits of this region as part of the supply chain.

Mr. Strow stated that when the composition of Arizona exports was studied, it found that Mexico is Arizona's number one trading opportunity. Mr. Strow noted that California, Nevada, and Texas have been working on their trade plans for more than 20 years, and have been quite successful.

Mr. Strow stated that the goal of the Freight Transportation Framework Study is to identify and develop freight related economic development opportunities. Regionally, the objective is to stop looking at ourselves as a pass-through state, capitalize on a strategic position relative to goods movement and ultimately create a plan that will create jobs in the region.

Mr. Strow stated that one of the biggest hurdles was that Arizona is not on anyone's radar and we do not do enough self promotion. He added that most of the shippers they surveyed concentrated more on Southern California.

Mr. Strow stated that all three of the initial findings must work together or there is no opportunity. The first finding is that northbound and westbound commodity flows offer the greatest opportunity for the Sun Corridor. The second finding is that the Sun Corridor is an anchor market, due to its population size. The third finding is near shoring, because it is more cost effective to do business in Mexico than Asia. Mr. Strow noted that Mexico is now the lowest cost producer of many goods and is also in the same time zone. He spoke of the companies who spoke about their relocations to Mexico at conferences hosted by Arizona State University.

Mr. Strow showed examples of supply chain roles and the steps for shipping goods from Asia, and goods being shipped from Mexico through Arizona to a hub in Tucson. Mr. Strow stated that they analyzed zip codes to identify the types of goods being shipped in the three counties. They then identified focus areas for freight development. He said that 16 areas in the Sun Corridor were included in the analysis, looking at such things as land use, education levels, freight forecasts, travel times, and real estate, and then focused in on four areas. These four emerging areas were at the junction of Interstate 8/Interstate 10, in the West Valley, at Phoenix-Mesa Gateway Airport, and at Tucson International Airport. Mr. Strow stated that each of the four was labeled with a typology and will be available on the BQAZ website later.

Mr. Strow then addressed the recommendations from the study: 1) Cooperate locally to position and market the Sun Corridor for freight development. He said that there are many different economic development groups and cities in competition with each other, but they are not competing using the same plan; 2) Establish a Sun Corridor Freight Development Zone with a special land use designation; 3) Implement strategic transportation improvements to support efficient freight distribution; 4) Assist municipal governments with related amendments to public policy; 5) If freight will be developed as an industry, prepare conceptual business plans for specific freight related opportunities.

Mr. Strow stated that topical White Papers are being developed and will be discussed at the March 6, 2013, JPAC Retreat. He noted that the White Papers will identify agencies who have been successful and could identify the agency that might promote this effort. Mr. Strow added that a freight study of Maricopa County will kick off in two months.

Chair Lane thanked Mr. Strow for his report. He asked if the study included deep water ports in Mexico and what we might do with backhaul situations with freight shipments, such as recycle or mining materials, out of Arizona. Mr. Strow replied that the Sun Corridor discussion needs to include the CANAMEX corridor, Interstate 11, from Canada and the ports down into Mexico. He stated that there is opportunity for backhauls on the return trip. Mr. Strow stated that they analyzed truck rates in the Sun Corridor and found that rates for trucks leaving the Sun Corridor were half because of lower demand. Chair Lane commented on backhaul opportunities to offset costs.

Mayor Rogers asked if the White Papers could be reviewed before the March 6 retreat. Mr. Strow replied that the goal is to finish the White Papers far enough ahead of time to allow for review.

#### 6. Interstate 11 and Intermountain West Corridor Study

Bob Hazlett, MAG staff, stated that Mike Kies, ADOT staff, was also present to answer questions. Mr. Hazlett stated that Interstate 11 is important as a north/south connector. He noted that the Arizona Department of Transportation (ADOT) and the Nevada Department of Transportation (NDOT) have signed an interagency agreement for a joint planning study of Interstate 11. Mr. Hazlett stated that core agencies, MAG the Federal Railroad Alliance, the MPO in Las Vegas, and Federal Highway Administration, are working on the study.

Mr. Hazlett stated that the study includes two levels of investigation: detailed corridor planning between Las Vegas and Phoenix, and high-level visioning north of Las Vegas to Canada and from Phoenix to Mexico. Mr. Hazlett noted that there has been discussion of Interstate 11 having multimodal capabilities, such as freight rail, passenger rail, and public transportation, and compatibility with power, telecommunication, and other infrastructure needs. Mr. Hazlett noted that there is only one freight rail line along the west coast, and Interstate 11 could help.

Mr. Hazlett stated that past studies provide a vital connection between Phoenix and Las Vegas, promote possible intermodal linkages, stimulate economic development at new transportation crossroads, spur community and economic development in focused activity centers, investigate inclusion of power, telecommunications, freight rail and passenger rail, and serve as the foundation of a stronger and more diversified economy for the Intermountain West. Mr. Hazlett noted that one suggestion included replacing Interstate 95 to Boise.

Mr. Hazlett stated that Interstate 11 has the potential to become the new north-south transcontinental corridor through the Intermountain West. This would allow significant commerce, tourism and international trade opportunities across the western United States. There are a number of potential benefits, including enhancing the economic vitality of communities connected and served by the corridor.

Mr. Hazlett then addressed the study's participants, which include NDOT, ADOT, FHWA, FRA, MAG, and RTC, and stakeholders. He expressed his appreciation to the City of Surprise for hosting focus groups at its Communiversity. Mr. Hazlett then reviewed the study schedule.

Mr. Hazlett stated that as part of the business case, they are looking to ensure that Interstate 11 could work in different economic scenarios, such as an increase in freight due to the widening of the Panama Canal, Mexican ports reaching capacity while trade either remains constant or increases, and a new diversification of Arizona and Nevada economies.

Mr. Hazlett then reviewed the traditional transportation project development process. He noted that the Interstate 11 study is currently in the planning study stage and the next phase would be the environmental study. Mr. Hazlett displayed a list of upcoming meeting dates in the study process. He stated that they want to get input and are holding public meetings periodically, and have established a website, [www.il1study.com](http://www.il1study.com), which includes project documents and a comment form. Mr. Hazlett added that the public can also sign up for project notifications on the website. Chair Lane thanked Mr. Hazlett for his report. No questions from the committee were noted.

7. MAP-21 - A Federal Highway Administration Program Overview and Estimated Funding Levels for the MAG Region

Chair Lane called forward Teri Kennedy, MAG staff, who began with some background. On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). She stated that MAP-21 restructures core highway formula programs, merges and consolidates Transit formula programs.



Ms. Kennedy stated that MAP-21 authorizes the Surface Transportation Program through Federal Fiscal Year 2014 and extends the Highway Trust Fund taxes and ensures two years of solvency for the Highway Trust Fund. She advised that there will be substantial programmatic changes, for example, earmarks and most discretionary programs will be eliminated.

Ms. Kennedy stated that MAP-21 now includes PM 2.5 compliance areas in the Congestion Mitigation and Air Quality Improvement Program, expands the Highway Safety Improvement Program (HSIP), railroad/highway grade crossings from HSIP, rolls back metropolitan planning funds to the 2009 level, and combines recreation trails, transportation enhancement, and Safe Routes to School funds and reduces their funding levels.

Ms. Kennedy stated that MAP-21 is a two-year bill to address a five-year project development process. She noted that MAG will work under the reasonable assumption that MAP-21 will be continued through extensions and continuing resolutions to program the FY 2014-18 TIP (currently in development) and the Regional Transportation Plan update. Ms. Kennedy stated that funding for some programs has been eliminated, combined, or reduced. She noted that MAG is working with ADOT and FHWA to implement new MAP-21 rules and guidance.

Ms. Kennedy explained that SAFETEA-LU apportionments were derived and distributed to each funding program, then divided by state. She said that under MAP-21 the apportionment is made to each state, then set asides are made based on federal rules.

Ms. Kennedy stated that federal funding is flat from 2012 to 2013, with only a slight increase of 0.84 percent. She advised that Arizona receives only 1.89 percent of the entire distribution to the states. Ms. Kennedy stated that future funding to 2018 is projected to be flat as well. She stated that under MAP-21, Arizona will receive approximately 11 percent less of the funds that it received under SAFETEA-LU for programming.

Ms. Kennedy stated that under MAP-21, the overall funding level for the statewide program is at the 2012 distribution level. She noted that there is more concentration on safety and performance. Ms. Kennedy stated that three new eligible Metropolitan Planning Organizations are forming in Arizona (Sierra Vista, Lake Havasu City, and Casa Grande), and this will impact MAG's funding. Ms. Kennedy stated that \$481.7 million will be programmed in the FY 2014-2018 TIP, and no growth in federal funding during this period is projected.

Ms. Kennedy reported that the new Transportation Alternatives program incorporates eligibilities from several SAFETEA-LU programs. She said that it includes most of the former Transportation Enhancement, Safe Routes to Schools program and Recreational Trails program eligible activities, and allows more local control for programming. She noted that the current TIP includes approximately \$4 million in Transportation Enhancement projects and \$3.7 million in Safe Routes to School projects. Ms. Kennedy then gave an example of the Transportation Alternatives funding distribution.

Ms. Kennedy stated that staff is recommending a two-step approach for the Transportation Alternatives program: In the near term (FY 2013-14), they would evaluate current Transportation Enhancement and Safe Routes to School projects and develop scenarios to utilize Transportation Alternatives program funds. For the long term (FY 2015-18), they will develop program evaluation and performance criteria and schedule a call for projects in order to program the TIP.

Chair Lane thanked Ms. Kennedy for her report and asked members if they had questions.

Mr. Barnes asked how the \$4 million for Transportation Enhancement projects compared to the previous years. Ms. Kennedy replied that the cut to ADOT is approximately three-eighths of ADOT's total funding for the Safe Routes to School, Transportation Enhancements, and Recreational Trails programs. She added that she thought the Recreational Trails projects were previously programmed by the Arizona State Land Department. Ms. Kennedy stated that this region has approximately \$3 million in projects for this year and a small portion in 2014. She stated that the goal is to fund the unfunded phases, then return to ADOT the unused funds to shore up the rest of the state, and then get the funds returned for 2015.

8. Update on Studies for the Interstate 10 and Interstate 17 Corridors

Mr. Hazlett stated that this report would be an update to presentation he gave at the September 19, 2012, Transportation Policy Committee meeting. Mr. Hazlett stated that the Regional Transportation Plan identifies widening of Interstate 10 between 40th Street and the Pecos Stack with a program amount of approximately \$650 million; unidentified improvements to Interstate 17 with a program amount of approximately \$820 million. Mr. Hazlett stated that these two projects total approximately \$1.47 billion.

Mr. Hazlett then reviewed issues that have arisen with the environmental process, which resulted in the environmental impact statements and corridor studies on Interstates 10 and 17 being suspended. He stated the cost of EIS alternatives substantially exceed Regional Transportation Plan funding. In addition, new airspace regulations at Sky Harbor International Airport impact the I-10/I-17 Split interchange. Mr. Hazlett advised that the Federal Aviation Administration has indicated if any improvements are made in this vicinity, the freeway would need to be moved out of the Sky Harbor airspace. Mr. Hazlett also noted that the EIS process has taken a long time and new ideas have emerged to meet travel demand.

Mr. Hazlett stated that staff from ADOT, FHWA, Valley Metro, MAG, and the cities of Chandler, Phoenix, and Tempe, and facilitators from Wilson and Company then met in a workshop to study Interstate 10 and Interstate 17 - the Spine of the Valley. Mr. Hazlett stated that three steps were identified at the workshop: 1) Identify a spot improvement strategy; 2) Consider a near-term strategy to construct what is within the Regional Transportation Plan program; 3) Develop a longer-term vision for the Spine.

Mr. Hazlett stated that a number of guiding principles were discussed at the workshop, and the biggest one was operations and maintenance. He noted that portions of Interstates 10 and 17 are

getting to the end of their service lives, and one of the principles was to see how to extend the lives of the freeways as much as possible with operations and maintenance.

Mr. Hazlett stated that at the workshop attendees discussed moving forward with a streamlined environmental study process. One suggestion was to have a corridor charter, similar to the charter for the US-60 COMPASS study, where the elected officials help in moving forward the project. Mr. Hazlett stated that “capping the footprint,” and staying within the right-of-way can help with streamlining of environmental impact statements. He noted that alternative strategies might be needed if traffic demand cannot be accommodated in the planned corridor. Mr. Hazlett added that the Regional Transportation Plan in of itself is a policy document. He stated that the attendees also discussed that the freeway segments from Loop 101 all the way to Loop 202 should be looked at as one big corridor.

Mr. Hazlett stated that immediate needs include advanced traffic management, enhancements to direct HOV lanes and transit, and interim improvements for the weaving on SR-143/US-60. Near Term needs include the addition of one general purpose lane on Loop 101 to McDowell Road and Baseline Road to Loop 202. Long-Term needs include reconfiguring SR-143/US-60, reconstructing the I-17/I-10 Split, and rebuilding I-17, from the Split to McDowell Road.

Mr. Hazlett stated that next steps on this project include defining a footprint, evaluating projects, and committing to limiting environmental studies to 36-months, programming the projects, and building them.

Chair Lane thanked Mr. Hazlett for his report and asked members if they had questions or guidance.

Ms. Taylor asked for further detail on the airspace restrictions at the I-10/I-17 Split. Mr. Hazlett replied that when the third runway at Sky Harbor Airport was constructed, it was located on the banks of the Salt River and the Split interchange already existed. He explained that according to new FAA airspace regulations, if no changes are made to the interchange, then we are grandfathered, but if changes are made, then we will need to get out of the airspace. Mr. Hazlett noted that one of the workshop attendees, Mike Fellini, showed an option to avoid the airspace and reconstruct the interchange. He added that we want to ensure that we take care of the runway because it is vital to the airport.

Councilmember Esser referenced the 36-month accelerated EIS. He asked if a draft and an environmental impact statement could be done at the same time. Mr. Hazlett replied that it has been done in the past, and a lot of the work done for previous EIS’s will allow us to move forward. He stated that it will take commitment of all involved agencies to get the EIS done. Mr. Hazlett stated that another option is an environmental assessment, which can be done in a shorter amount of time. He reported that the ADOT Director asked the FAA if they were comfortable with this process being done in three months time and they replied yes.

9. Legislative Update

Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He stated that the Arizona Legislature is now in session. The governor has proposed there be a transfer of \$126.74 million from the Highway User Revenue Fund (HURF) to the Department of Public Safety. Mr. Pryor explained that since 2001, approximately \$800 million of HURF funds have been transferred, mostly since 2007, and the allocation per Arizona law is \$20 million per fiscal year. Mr. Pryor noted the negative impacts to ADOT bonding capacity and to the economy.

Chair Lane thanked Mr. Pryor for his report. No questions from the Committee were noted.

10. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

11. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments were noted.

Adjournment

There being no further business, Councilmember Esser moved and Vice Chair Meck seconded and the meeting adjourned at 1:25 p.m.

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Chair

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Secretary